

Safety Defect and Noncompliance Report Guide for *Vehicles*

PART 573 Defect and Noncompliance Report

Date: December 13, 2012

This report serves as Taylor-Dunn Manufacturing Company's notification to the U.S. Department of Transportation; National Highway Traffic Safety Administration that a defect related to motor vehicle safety exists in certain Trident vehicles. Taylor-Dunn Manufacturing Company decided that this defect existed in these vehicles on December 11, 2012.

I. Manufacturer, Designated Agent, and Other Chain of Distribution Information

Manufacturer's corporate name: Taylor-Dunn Manufacturing Company

Vehicle brand or trademark name owner(s) (where applicable): Taylor-Dunn Trident LSV

Designated Agent (imported vehicles): Not Applicable

If this notification concerns a defective or noncompliant component that the above identified manufacturer did not manufacture, identify that component and provide the name, address, and phone number of the manufacturer of the component (if this manufacturer is unknown, provide this information as to the supplier of the component):

Not Applicable

Name, address, email, and phone and fax numbers for the person(s) to whom inquiries about this report should be directed:

James Henderson
2114 West Ball Road, Anaheim, CA 92804
jhenderson@taylor-dunn.com
T: 714-956-4040 ext 211
F: 714-956-3130

Manufacturer's assigned campaign number (where applicable): Not Applicable

II. Identification of the Recall Population and Its Size

Complete the tables below for each group of vehicles subject to this notification. Additional tables may be necessary where there are more than three groups subject to a notification.

Make: Taylor-Dunn
Model: Trident LSV
Model Year(s): 2011
Inclusive dates of manufacture (month and year): February 2011 – June 2011
Body Style/Type (for non-passenger cars):
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses): VIN Range 5ZYL2EA1BA000001 thru 5ZYL2EA1BA000015
Total number of these vehicles: 15

Provide the following information as to all the groups of vehicles:

Grand total number of vehicles: 15

The percentage of the recall population you estimate actually contain the defect or noncompliance:
50%

Identify and describe how the recall population was determined (e.g., on what basis the recalled models were selected and how the inclusive dates of manufacture were determined):
Trident LSVs manufactured with steering shaft part number 18-058-75.

Describe how the recall population is different from any similar vehicles not subject to this notification:
No similar vehicles

III. Description of the Defect or Noncompliance and Chronology of Events

Describe the defect or noncompliance, including a summary and detailed description of the nature and physical location (if appropriate) of the defect or noncompliance. Graphic aids should be provided where necessary.

The defect is possible insufficient weld attachment of the u-joint to the steering wheel shaft.

Describe the cause(s) of the defect or noncompliance condition.
Weld may not have penetrated properly.

Describe the safety consequence(s) of the defect or noncompliance condition.
If the weld attachment fails, sudden steering control will be lost.

Identify any warning(s) that may precede the defect or noncompliance condition.
None.

For defects, provide a dated, chronological summary of all the principle events that were the basis for the determination that the defect is related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information such as numbers of crashes, injuries and fatalities.

December 11, 2012 Steering failed on a prototype test vehicle at Taylor-Dunn, Anaheim, CA
No warranty claims
No field reports
No crash reports
No injury reports
No fatality reports

For noncompliances, identify the test results and other information considered in determining the existence of the noncompliance, and provide the date of each test and observation indicative of that noncompliance.

Not Applicable.

IV. The Remedy Program and Its Schedule

Describe the program for remedying the defect or noncompliance, including the plan for reimbursing those owners and purchasers who may have incurred costs to remedy the defect or noncompliance before receiving the manufacturer's notification concerning that defect or noncompliance. Also include, where applicable, details with dates concerning any production remedy that was conducted or will be conducted.

1. Taylor-Dunn will supply new steering shaft kits to the servicing dealers.
2. The steering shaft will be replaced on the vehicles at no charge to the owners.
3. Taylor-Dunn will pay the servicing dealers for their labor.
4. No customers have incurred costs to remedy the defect. All vehicles affected are still under warranty. No warranty has been claimed. No parts sold.

This vehicle is no longer in production.

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications.

December 14, 2012

Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications.

December 12, 2012

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

The u-joint weld to the steering wheel shaft is visible around u-joint hub.

******* IMPORTANT REMINDERS *******

A DRAFT version of the letter that the manufacturer intends to mail to owners and purchasers notifying them of the defect and/or noncompliance must be submitted to NHTSA at least five Federal Government business days before those letters are issued. In addition, it is recommended that the draft version of the letter that the manufacturer intends to send to its dealers and distributors concerning the defect and/or noncompliance also be submitted for review. For prompt receipt and review, drafts may be submitted to the attention of the Recall Management Division (NVS-215) via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov.

A representative copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, dealer, or purchaser, must be submitted to NHTSA no later than five days after they are initially sent. This requirement applies both to the final version of the notification letter that is sent to owners and purchasers, as well as the final version that is sent to dealers and distributors. It also includes any follow-up notifications issued concerning a recall. The representative copies of the letters sent to owners and purchasers, and dealers and distributors, must be submitted via certified mail. It is strongly recommended, however, that additional representative copies be submitted via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov, so that the submission can be more promptly reviewed. All submissions should be conspicuously labeled with the appropriate NHTSA-assigned recall number.